Midera Pear That a Change from Milibura to Riverside Brive Would Burt the Bla Rend Berby - Marked Improvement in Fork Crawns-Dates for National Circuit Meets.

A great deal of interest is being taken at this time in the deliberations of the Race Committee of the Associated Cycling Clubs of New York on the subject of the annual twenty-five-mile road race on Decoration Day. The announcement that the Race Committee is considering the advisability of abandoning the Irvington-Millburn course and trying again to get permission to hold the race on Riverside Drive has not been favorably received by the road riders, who look forward each year to the opportunity for winning laurels over the slater hills of the noted New Jersey course. This is only natural, for a race on Riverside Drive would be tame compared with the hisorio events that have been witnessed on the road between Millburn and Irvington, A victory on the Riverside Drive would hardly carry the giery with it that would attach to a trimph on the old course, even though a hilly portion of the Drive should be selected. It might be possible to find some portion of the Drive with one or two hills even opre formidable than the bir one on the ersey course, but no equivalent could be found in any five-mile stretch of the Drive for the three consecutives grades over which so many road riding reputations have been made on the old course. One of the riders who voice this sentiment in their protests is F. W. Gwinn, Jr., who finished second in the tandem race run over the Irvington-Millburn road last July. Gwinn claims that the main object of the race would be defeated if it were run off on a course less difficult, and argues that the greates of the Irvington-Millburn contest lay in the fact that only men in perfect physical condition can negotiate its hills at a high rate of speed, and therefore every man who finishes in such a race demonstrates a high degree of endurance. In support of this Gwinn calls attention to the well-known fact that the men who have won on the Irvington-Millburn course and those who have finished well up in front have usually been heard from again. Another reason why it would be a pity to desort the course is that it is known all over the country, and when the news of the race is flashed over the wires every one interested in road contests knows just what the winner has accomplished. It is doubtful if the same amount of enthuslasm among riders and spectators could be aroused by a race over any other course. The Irvington-Millburn race has been a history making event for years. Men have come from all parts of the country, even the far West, to compete in it or witness the struggle, and a halo of glorious memories clings to the name. Another way in which the great annual road race would be the loss of all the rural picturesqueness in which it has hitherto been framed. The woods and the fields through which the Irvington road runs cannot be found on the Riverside Drive. The farmers, their wives and sons and daughters, selling home-made products for refreshment from impromptu tables over the post and rail fence, would be missed, as would the rusty carryalls of the farm, the antique stages, the thimble riggers and their bucolic victims, the pink lemonade man, and the hundred other little features that have always lend districtive charm to this event. It is doubtful also whether it is wise to try. The Irvington Milburn road is not in the condition it formerly maintained. It is out of repair and trolley cars run over it. Still the ardunous nature the of task imposed has always been its charm. The trolleys will succeed in getting permission to use Rivarside Drive for the race. The privilege was refused has year, for the race draws thousands of spectators and fills the confers of the country residents. The road will be as fit this year as it was in '97 or '98, and possibly fitter. The control of the Irvington-Millburn road by the Associated Cycing Clubs is of recent acquisition. The Gwinn calls attention to the well-known fact that the men who have won on the Irvington-

nearly nine years.

Some enthusiastic wheelmen are beginning to fear that the cycle racing sport is destined, lite puglish, to wear a fringe of passé champions, who do their riding behind the footlights and fill the air with wordy challenges and arguments. A number of good men have passed over to the ranks of the stage home trainer brigade during the last year, and now that Eddie Bald, the track pet of several seasons, announces his engagement with a theatrical company that will begin to show in October, the veterans are growing alarmed. Bald will appear in a meiodrama called "The Protegé" which was written for him, and in the third act of which, he, as the hero, wins a bicycle race and the hand of the heroine. Bald has left for prinfield, Mass., to superintend the building of his '98 racing wheel, From there he will go to Louisville to train.

While the American Cycle Racing Association

While the American Cycle Racing Association has not before committed itself to the policy of controlling tracks as well as riders, it admits now that it will have a circuit of tracks of its own during 1898. It has secured an oval at Rochester and the Willow Grove track at Philadelphia, and claims to have such options for dates on Manhattan Beach track that it can use It as often as is necessary.

Inchester and the Willow Grove track at Philadelic Machael School (1997). The control of the work of the control of the contro

hardly begun to scrape the surface off the house market. Assuming that only 10 per cent, of the entire population is eligible to ride, that would be seven million and in all these years not more than half that number of bicycles has been built. What proportion of the total number built are now in use is hard to say. Mr. Wardrop declines to appendiate on uncertainties, and will give no opinion on the amount of expital invested in bicycle manufacture. Regarding the number of wheels that will be built this year. Mr. Wardrop thinks it will be over a million, and will be equal to or in excess of the high-lide figures of 1896. His reasons for this opinion are based on the increased popularity of the hicycle for utilitarian uses as well as for recreation, and the fact that a boom in sales will probably result from the drop in prices which has brough to tycles within the reach of classes that before could not consider them.

One of the noticeable improvements in 1898

One of the noticeable improvements in 1898 bicycle construction has been the strengthening of fork crowns. The arched pattern of crown has come to the front within a couple of years, and this season about 70 per cent, of the manufacturers are using arched crowns of one or another design, instead of the square crown. Both the arched and the square styles, however, are being made stronger, either in the use of heavy material originally, or by the employment of extra strong reintorcements. In the arched fork crowns a strikingly new departure that has been widely adopted is the double forks made of one piece of tapered tubing and labbrazed to the lower end of the fork stem, so that the stem and the forks consists of only two pieces. This style of fork is used without reinforcements, and is such a marked advance that some mechanics are prophesying the universal use of tapered tubing in the near future in all parts of the frame and adoing away with brazed reinforcements. The making of tapered tubing is a new thing in tubing factories, but it has now reached a point where tubing can be made of any desired thickness at any point, a single fork side, for instance, tapering from 16-gauge at the top to 20-gauge three-fourths of the way down, and then back again to 18-gauge at the bottom, the heaviest gauge, of course, being that indicated by the lowest figures, in this case 16. Forks and other tubing parts of this kind are found under actual test to be much stronger, weight for weight, than reinforced tubing. At present the apered tubing is not any cheaper to use than ordinary tubing and reinforcements. As the process of making it, however, is developed, it is probable that its cost will be reduced. Thus it is that the process of cheapening bicycle construction and at the same time improving it goes steadily on, and the idea that bicycles will go up again in price seems becoming more and more hopeless.

goes steadily on, and the idea that bleyeles will go up acain in price seems becoming more and more hopeless.

Chairman Mott of the L. A. W. Racing Board issued a bulletin yesterday containing the assignment of dates for the National Circuit. The opening meet will be held at Atlanta on April 4. The first circuit meet in this section has been sanctioned for Manhattan Beach on May 21. The board has granted Aug. 10, 11, and 13 for the national championship races at Indianapolis. The track owners and racing associations have secured sanctions for numerous meets. The builetin is as follows:

The following dates on the National Circuit have been assigned on the applications already received. If they are not accepted by April 1, they will be ressigned to any additional applicants. Atlanta, April 4: Chattaquoga, Tenn. May 3: Louisville, Auditorium track, May 6-7; Mt. Louts, May 14: Louisville, Fountain Ferry, May 17: Washington, D. C., May 19: Philadelphia, Woodelde Park, May 20: Manhattan Beach, Quill Club, May 21: Roston, Mass., Charles River Park, May 28: Providence, R. L. Creacent Park track, May 30: New York, Berkeley Oval, June 1: Springfield, Mass., Springfield Bleyele Club, June 4: Rochester, N. Y., American Cycle Racing Association, June 7: Buffalo, Athetic Field Association, June 7: New York, National Cycle drome, June 11; Bridgeport, Pleasure Beach, June 15: Hill's Grove, R. L. Collingwood bleyele track, June 18: Philadelphia, Willow Grove, June 23: Brooklyn, Kings County Wheelmen, July 21: Newark, Machine Cycle Racing Association, July 21: Newark, Machine Cycle Racing Association, July 21: Newark, American Cycle Racing Association, July 22: Newark, Bleyele Club, July 14: Philadelphia, Castle Wheelmen, July 28: Buffalo, Associated Cycling Clubs, July 30: Erie, Pa., Cycle and Athletic Association, Aug. York, with August Lenr, Janp Loud, F. Fletce, and H. Classa are approved.

Transfers to the professional class—Leo Hern, East Sebago, Mo.: Robert Urquhart and James Urquhart, Dorchester, Mass.

Sanctions granted—Rock Hill Athletic Association, Rock Hill, S. C., May 18; Mercury Wheelmen, Allentown, Pa., July 4; Nelson Louge No. 66, O. S. S. G., Paterson, N. J., May 21.

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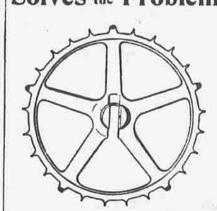


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